

BRONX FORESEEN AS NEW CITY HUB

**Transportation Advantages
and Room for Expansion
Are Cited by Builder.**

The Bronx, New York's only borough on the mainland of the United States, has been described by a specialist in industrial construction as the city's future commercial and industrial hub.

The borough's highway and rail network and its substantial water frontage make it the logical place for the expansion of city concerns, in the opinion of Irving J. Feder. Mr. Feder, who heads the construction concern at 292 Madison Avenue bearing his name, recently made a private study of seventeen counties to determine which area he should gear his company to serve.

Mr. Feder points out that the Bronx is served by five railroads. Moreover, it is the southern terminus of the New England and New York State Thruways. Its access to the other boroughs and to Long Island is provided by a series of bridges, including the proposed Throgg's Neck Bridge. And within the Bronx there are good roads, capable of handling commercial traffic.

Deep Channels

The area around the Bruckner Expressway, he says, provides an ideal distribution center for manufacturers with transportation problems, or those for whom the time factor in making deliveries is critical.

In addition, the Bronx has about sixty-seven miles of relatively undeveloped waterfront. According to the Bronx Chamber of Commerce, the waters around the borough have channels from sixty-four to seventy-five feet deep. The use of this waterfront is now limited to the shipping of building materials, such as gypsum, sand, gravel and structural steel, and of other bulk items.

This, however, is not the full utilization of the Bronx's in-

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dustrial or commercial potential, Mr. Feder believes.

He says that available land parcels can be converted into important distribution points for companies that ship goods to other Eastern states, as well as to points West.

He adds to this the ready accessibility of the area to LaGuardia and New York International Airports, by way of the Triboro Bridge. This means, he says, that executives, based at distribution points in the Bronx, can easily make quick trips to visit their out-of-town customers.

Labor Available

The construction executive contends that a program to develop the Bronx's industrial potential may also save for New York City some of the industry that has threatened to leave for the suburbs or other cities. Not only is land available in the Bronx, but also the necessary labor pool, he says.

Mr. Feder is aware that controversy may arise from plans to expand the Bronx's industrial life. Such conflicts could stem from suggestions by commercial interests that land in the northern section, held by the city for low-income housing projects, could be used more advantageously as manufacturing and commercial sites.

Proper planning, accompanied by an educational program, he says, can overcome such resistance by preserving the residential character of those areas that are primarily residential now. Mr. Feder believes there is little doubt that, given the opportunity, some of Manhattan's commercial activity will spill over to the Bronx, where there is room for expansion.

Among the firms that have already turned to the Bronx for their distribution facilities are Seeman Brothers, Inc.; R. C. Williams & Co.; Francis H. Leggett & Co.; Standard Brands; and Gristede Brothers, Inc.; all wholesale grocers; and the F. W. Woolworth Company.